

The China Mail

Established February, 1845.

VOL. XLI. No. 6722.

號十月二年五十八百八千一英

日六月二十一年申申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGER, "11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 33, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES LTD. & Co., 37, Wallbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—GALLIEN & PEINNE, 30, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, Park Row.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO.—American Posts generally.—BEAN & BLACK, San Francisco.
SINGAPORE, STRAITS, &c.—SAVILE & CO., Singapore. C. HEDGES & CO., Manila.
CHINA.—MACAO, Messrs A. A. DE MELLO & CO., SIXTY SIX QUELCH & CO., AMoy, WILSON, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANZ, CRAWFORD & CO.

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS:
UNION BANK OF LONDON, LTD.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:

At 3 months' notice 3 per Annum.
" 6 " " 4 1/2 " "
" 12 " " 5 % " "

Current Accounts kept on Terms which may be learnt on application.

H. A. HERBERT,
Manager.

Hongkong, September 15, 1884. 1550

Notice of Firm.

NOTICE

M. R. B. B. DALTON SAYLE was Admitted a PARTNER in my Business from the 1st instant, and the Name or Style of the Firm in future will be 'W. R. LOXLEY & Co.'

W. R. LOXLEY.

Hongkong, January 13, 1885. 76

Intimations.

HONGKONG ICE COMPANY, LIMITED.

THE Fourth Ordinary Annual MEETING of SHAREHOLDERS will be held at the Offices of the Company, No. 7, Queen's Road Central, at 12 o'clock, Noon, on FRIDAY, the 20th February, 1885, to receive a Statement of Accounts of the Company to the 31st December, 1884, and the Report of the General Managers, and to discuss any matters that may be competently brought before the Meeting.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 20th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, February 2, 1885. 192

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixteenth Ordinary Annual MEETING of SHAREHOLDERS will be held at the Offices of the Company, No. 7, Queen's Road, at 12 o'clock, Noon on SATURDAY, the 23rd February instant, to receive a Statement of Accounts to the 31st December, 1884, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days included.

JARDINE, MATHESON & CO., General Managers.

Hongkong, February 5, 1885. 207

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of this CORPORATION will be CLOSED from the 15th to the 28th February current (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, February 5, 1885. 206

HONGKONG & SHANGHAI BANKING CORPORATION.

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By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, February 5, 1885. 210

SING KEE & CO., SHIP'S COMPRADORES, STEVEDORES,

KEEP ON HAND AND FOR SALE, well Assorted OILMAN'S STORES, and COAL of all KINDS.

Shipping supplied at the Shortest Notice with all KINDS of BALLAST and FRESH PROVISIONS, at moderate charge.

No. 3, POTTERING STREET, HONGKONG.

Hongkong, January 16, 1885. 91

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(FORMERLY ARTICLED APPRENTICE AND LATENTLY ASSISTANT TO DR. ROGERS.)

The urgent request of his European

A and American patients and friends,

has TAKEN THE OFFICE formerly occupied by DR. ROGERS,

No. 1, DUDDELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Suction without pain or inconvenience. Discount to missionaries and families.

Sole Address,

1, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, April 25, 1884. 715

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 716

Agents for the CHINA MAIL.

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Hongkong, April 25, 1884. 716

For Sale.

FOR SALE.

FAIRBANKS' SCALES.

D'EOVE'S NONPAREIL KEROSINE OIL.

PAINTS and OILS, TALLOW and TAR, PITCH and ROSIN.

AN INVOICE OF PARLOUR AND COOKING STOVES.

BY LATE ARRIVALS.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pints & quarts.

1225 GRAVES,

BREAKFAST CLARET,

HORN'S PORT.

HAGGONE'S MANZANILLA & AMON-

TILLADO.

SACCOME'S OLD INVALID PORT (1848).

ROYAL GLENDEE WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOBLE PRAT & CO'S VERMOUTH.

JAMESON'S WHISKY.

MARASLA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURAOAO.

BASS'S ALE, bottled by CAMERON and SCHAFFNER, pints & quarts.

GUINNESS'S STOUT, bottled by E. & J. BURKE, pints & quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Sole Agents for

MESSRS. TURNBULL, JNB., and SOMERVILLE'S

MALTESE CIGARETTES.

MacEWEN, FRICKEL & CO.

Hongkong, January 8, 1885.

40

FOR SALE.

A BOROUGHES & WATTS' SOLID MAHOGANY BILLIARD TABLE.

Complete with Cues, Pool, Pyramid, &c., Balls, MARKING BOARD, RESTS, EXTRA CLOTH, &c., &c.

Just arrived per Glenfalloch.

LANE, CRAWFORD & CO.

Hongkong, November 4, 1884.

1865

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL and POPULAR ASPECTS,

BY ERNEST J. EITEL, PH.D., TUBINGEN.

THIRD EDITION.

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1884.

1398

TO LET.

TO LET.

NO. 4, WEST TERRACE. Entry from 1st February.

Apply to

G. C. ANDERSON,

4, Praya Central.

Hongkong, January 24, 1885.

137

TO LET.

THE DWELLING HOUSE, No. 3b, CAVE ROAD. Possession from 1st January, 1885.

Apply to

DOUGLAS LAPRAIK & CO.

Hongkong, December 23, 1884.

2164

TO BE LET.

THE BASEMENT FLOOR, GODOWN and OFFICE ROOM of

No. 5, Queen's Road, CENTRAL, either Whole or Separately.

Apply to

DAVID SASOON, SONS & CO.

Hongkong, December 24, 1884.

2165

TO BE LET.

COLLEGE CHAMBERS' (late HOTEL DE L'UNIVERS), Single Rooms or SUITES, APARTMENTS,

No. 4 and 18, HOLLYWOOD ROAD.

No. 44, PRAYA CENTRAL.

No. 44, CHUNG STREET.

Apply to

CHUN YUEN,

No. 152, Wing Lok Street.

Hongkong, January 26, 1885.

155

STORAGE.

GOODS RECEIVED of STORAGE in

Commodities and well ventilated

GODOWNS on his New Premises in

DUDSBURY STREET, next to the ORIENTAL

BANK.

G. R. LAMMERT.

Hongkong, December 27, 1884.

2173

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingpan* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & CO., General Managers.

Hongkong, February 7, 1885. 217

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongsides.

Cargo impeding discharge will be once landed and stored at Consignees' risk and expense.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 13th instant.

DAVID SASOON, SONS & CO., Agents.

Hongkong, February 7, 1885. 221

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenlara* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Under-signed for countersignature, and to take immediate delivery of their Goods from alongsides.

Optional Cargo will be forwarded unless notice to the contrary be given before 2:30 p.m. To-DAY, the 4th Instant.

Cargo remaining undelivered after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2:30 p.m. To-DAY, the 4th Instant.

Cargo remaining undelivered after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

JARDINE, MATHESON & CO.

Hongkong, February 4, 1885. 200

TO BE LET.

THE VICTORIA EXCHANGE, suitable for a Large STORE, for SPORTS, WAREHOUSES or MERCHANTS' OFFICES; with or without GODOWN and DWELLING HOUSE; or the Premises can be Subdivided to suit TENANTS.

Apply to

A. S. WATSON & CO.

Hongkong, February 10, 1885. 243

FOR LONDON VIA SUEZ CANAL.

The Steamship *Glenlara*, Capt. MA-KINLAW, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, February 10, 1885. 237

FOR NEW YORK.

The 3/3 L.1. American Bark *Crescent*, Capt. R. J. RULAND, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & CO.

Hongkong, February 10, 1885. 242

TO BE LET.

THE VICTORIA EXCHANGE, suitable for a Large STORE, for SPORTS, WAREHOUSES or MERCHANTS' OFFICES; with or without GODOWN and DWELLING HOUSE; or the Premises can be Subdivided to suit TENANTS.

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Hongkong, February 10, 1885. 243

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Hongkong, January 24, 1885.

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Hongkong, December 23, 1884.

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BANK.

G. R. LAMMERT.

Hongkong, December 27, 1884.

2173

To-day's Advertisements.

U. S. MAIL LINE.

PACIFIC MAIL SHIPMENT COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, and thence to YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be dispatched for San Francisco, via Yokohama, on SATURDAY, the 21st February, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

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TELEGRAMS.

GENERAL GORDON.

LONDON, February 10th.

No further news has been received about General Gordon.

ITALIAN ANNEXATION IN THE RED SEA.—Massowah has been occupied by the Italian expedition without resistance.

The Egyptian Government has protested.

LOCAL AND GENERAL.

PASSED CANAL.—Decalation, January 15; Sapardon, January 19; Holleroph, January 26.

THE NEXT AMERICAN MAIL, City of P. M. S. Co.'s steamer *Saratoga*, left Yokohama on Friday, the 6th instant, at 6 p.m., and may be expected here on or about Wednesday next, the 11th instant.THE NEXT ENGLISH MAIL, by the P. & O. Co.'s steamer *Scutari*, left Singapore on Friday, the 6th instant, at 6 p.m., and may be expected here on or about Thursday, the 12th instant.THE NEXT FRENCH MAIL, by the M. M. Co.'s steamer *Saghalien*, left Cape St. James for this port on Tuesday, the 10th inst., at 1 a.m., and may be expected here on or about Friday, the 13th instant.THE FOLLOWING AMERICAN MAIL, per the O. & O. steamer *San Pablo*, left Yokohama on Saturday, the 7th inst., at daylight, and may be expected here on or about Saturday, the 14th instant.THE S. S. *Telmacius* left Singapore for this port on the 7th inst.DOCK MOVEMENTS.—The S. S. *Emuy* will go to Kowloon Dock to-morrow.The *Friedrich* will leave Aberdeen Dock to-morrow.H. M. gun-vessel *Wanderer*, 925, Captain Orford Churchill, arrived here to-day from Takow, which port she left on the 8th inst.

THE STRAITS TIMES says:—French transports with 15,000 troops, along with several men-of-war, will arrive here very soon on the way to Tongkin and Formosa. About 14 vessels in all are expected.

took himself off. By this it will be seen that typhoon bars are useful for other purposes than resisting wind pressure, and that wakeful servants are of more service than sleepy, it may be worn-out, policemen. An attempt was made upon this same house about a month ago, the ruse adopted being the use of an outside sedan-chair, carried by the thieves, in which the stolen property would have been deposited had not the little scheme fallen through, and the borrowed chair been handed over to the Police.

Custom House, Bangkok, 22nd Jan. 1885.

INQUEST AT THE MORTUARY.

An inquest was held at the mortuary, West Point, this afternoon, at 3 o'clock by the Coroner, Mr H. E. Wodehouse, and a jury consisting of Messrs Alex. Ross, O. A. da Cruz, and C. S. Goodwin, upon the body of an European, named it is believed, B. S. Burnett, who met with his death by falling down a well in Heung Hing Lane, Wanchai, on the night of the 9th inst.

George Peterson, a seaman, at present employed as an overseer of labourers by Messrs Bird and Palmer, gave evidence to the effect that at about 10.30 last night he and company left the *Sergeants' Mess* of the "Biffs," where they had been having a drink. Deceased was very intoxicated and witness assisted him into a jinrikisha which he also got into himself, to go to their house in Heung Hing Lane. When they arrived at the end of the lane, in Queen's Road, the deceased got out and started to walk up the lane while witness paid off the "ricksha" coolie. He called out to deceased to wait for him as he had paid the coolie, witness went up the lane where he saw deceased staggering in front of him. Just as he got close up to deceased and the latter fell and disappeared. Witness ran up to deceased and found him lying on the ground, his head in the sand. When Wang Sun-man said the army of Chin, 300 men of which leapt over a ent at the siege of the capital of Wei, was sure to be defeated, he meant that they would be routed, not because they could leap a cart, but because they were puffed up by their prowess in leaping, and in war pride goes before a fall! On the march European Generals usually have pioneers in front, like the labourers attached to a Chinese army, to make roads over hills and to bridge rivers. Of course a large river like the Yangtze must be crossed on a bridge, if one would not court the fate of Fu Chion, who boasted he could stop river with his whip; but it should not be necessary to bridge every ditch the army comes to. If the men are not trained to leap easily, how can they boldly advance in time of battle? Daily drill alone can enable an army to surmount hills and cross streams, as if they were level plain! It shows utter want of thought to assert that the military crouching and bounding exercise shows not prowess but readiness to run.

In short, these are only two instances of the constant ridicule of China indulged in by the foreign press, which seems to have some spite against us. Unpleasant as their attacks may be, they give us many useful hints; so, though they are to blame, we should accept their warnings. Perhaps they will be good enough to accept this explanation of their mistakes without requiring full proof.

We learn from the Singapore Free Press that the S. S. *Glenfinches*, which passed through here recently, encountered a heavy gale in the Bay of Biscay on the 19th December. She had one of her after-hatches stowed by a heavy sea, and at one time had about eleven feet of water in her hold. Her deck cargo and fittings, and a large boat were washed overboard; and two light boats smashed. No lives were lost, but a man who was found missing at the time, was afterwards discovered in the hold, having been thrown into it by the heavy sea. The gale lasted about two hours.

It seems that the pirates along the southern coast of China have been taking advantage of the troubles of the Government to carry on their depredations on a larger scale than usual. One of the principal scenes of their operations has been the sea between the Tonquin coast and the island of Hainan. Recently, however, the Governor of Hainan taught them a lesson which they are not likely soon to forget. He ordered sixteen war junks to disguise themselves as traders and cruise about in the Gulf of Tonquin, with the object of attracting the pirates. The bait took, and at Dog's Head Island the supposed traders were attacked, and succeeded in sinking two pirate junks and killing 300 men. The pirate chief died in true pirate fashion. He blew up his junk, and perished with his crew.—*Struts Times*.

Ir is currently reported, says the Northern Territory Times, that the E. and A.S.S. Company have decided to relinquish their present somewhat unprofitable mail contract. We are hardly surprised at this; such a contract should never have been entered into by the Government. If a mail service is to be useful to a community it should be a regular one, with steamers running at certain stated intervals, and staying at the calling ports a fixed number of hours or days, and should be fairly subsidized for the work done. The E. and A. mail-boats have had no stated sailing times, and have been little, if at all, more successful in this respect than the casual calling steamers of other days. We are therefore of opinion that if the present contract is cancelled it will be as well, unless such conditions are made, to keep steamers and trust to the frequently calling steamers for our mail service, much in the same manner as we have done in the past.

The Straits Times of the 31st January says:—The steam Yacht *Amy*, 626 tons, Captain and owner E. W. Morgan, Esq., of New York, and flying the pennant of the New York yacht squadron, arrived alongside Tanjong Pegar wharf yesterday morning, and after coaling steamed out to the sea. The *Amy* is a Clyde built vessel, and was recently purchased by Mr Morgan from Mr N. B. Stewart, of Glasgow, under whose ownership she belonged to the Royal Yacht Squadron. Mr Morgan took on board Mrs Morgan and a party of friends, consisting of two ladies, and one gentleman, and started from Southampton on the 22nd November last, calling at Gibraltar, Baleno, Alexandria, Port Said, Suez, Aden, Bombay, Colombo, and Penang, on the way out. She is a handsome vessel, of 626 tons displacement, and her exterior and interior fittings are very elegant. Her crew consists of the captain and owner, Mr W. F. Bulley, first officer, Mr H. Gante, Chief Engineer, Mr. F. R. Heron, with the captain's son, aged 34, and the crew with the captain consist of 34 all told.

Plaintiff.—It will probably leave to-morrow, and will visit Batavia, Sourabaya, and other Java ports, Bangkok, Hong Kong, and possibly Shanghai, Japan, and the Sandwich Islands, and thence proceed to the Pacific coast of America. She has proved herself an excellent sea-boat, and the passengers speak in high terms of her sea-going qualities and the comforts of the trip. She is a fast and economical steamer, and though only 186 feet long and 27 feet beam, draws 14 feet of water, and is very steady, whether under sail or canvas, of which latter she has a large spread.

Mr Master said he had no defence to object: "Now when able men are being

collected to meet foreign aggression, foaming and immorality call for merely trifling penalties, loitering and backwardness for severe punishment; why should not the Royal Mandate to give notice to all Importers, that in consequence of the large importation of arms, ammunition, etc., into Siam and its dependencies, of late, His Siamese Majesty's Government are taking measures to enforce the laws according to the terms of the Treaties; and that henceforth all such importation of arms, ammunition, and other explosive substances will not be permitted, unless the special permission of the Government shall have been previously obtained."

This writ was also withdrawn, and no order was made as to costs.

O. ROGERS v. R. FRASER-SMITH.—\$300.

In the third case, Dr Rogers claimed \$300 on a stamp proviso not given by Mr Fraser-Smith on the 1st April, 1884.

Defendant.—In reply to his Lordship's query as to what distance he had gone that shortly after the *Yeddo* accident, he, or two after, Dr Rogers called on him about some pamphlets; and he mentioned then that his (defendant's) brother had borrowed \$300 from him about a week before the accident. He knew nothing about this whatever at the time, but he found out that his brother had actually got the money, to pay up some race letters he had taken a share in. He told Dr Rogers that he expected to get between \$400 and \$500 from another source, and that as soon as he could get this money, he would pay him. He acted as his brother's administrator and took out an action against Mr Moore in Court; but his Lordship knew, he was put out of Court. He saw Dr Rogers and said to him: "Well, now, how is the case? Has my brother got the money?" And, unfortunately, he has no effects at all; but he has his life-insurance in Australia, as soon as that matter is settled. Just

as soon as that matter is settled, I will

undertake to see you get your money."

His Lordship:—How can that be?

It is a stamp on it; surely it was on it when the note was given!

It is contrary to law to place a stamp on a document of this kind after its execution, except by consent of the defendant.

Defendant.—Well, I can swear in the box that there was no stamp on that document when it was made.

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THE KOWLOON FERRY.

STEAM-LAUNCH STAR

RUM DAWN OR A FERRY BOAT between Pedder's Wharf and Tsim-Tsa-Tau at the following hours.—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leave K'loon, Leaves H.K., Leaves K'loon, Leaves H.K.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

8.50 " 8.30 " 7.30 " 8.00 "

9.40 " 10.15 " 11.00 " NOON

The Overland China Mail.

SUBSCRIBERS to The Overland China Mail will be glad to learn that arrangements have been made for publishing that journal, ready, in future instead of fortnightly, as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing trouble in the Far East it is also of special importance that a weekly budget of China news should be prepared. Under the present arrangements political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcomed by subscribers at home, but also by those at the "east" Ports and in the interior, who find the Overland a more convenient form of newspaper for their perusal than the daily journals. Practically the Overland will be in future a weekly newspaper for the Far East, with special commercial news, and special tables of shipping and other information, complete for the week. The various reports and other news will be given fully as they appear in the China Review.

The subscription will remain the same as hitherto (\$3 per quarter), the change will be made without additional expense to subscribers. Single copies will be sold for twenty cents, a reduction of 20 cents on the present price.

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Exclusive of late Arrivals and Departures reported to-day.

*To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.*

1. From Green Island to the Gas Works.
2. From Gas Works to the P. and O. Co.'s Factory.
3. From P. and O. Co.'s Factory to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM, WATER.

WHAMPOA.

Vessel's Name. Place & Date. Brit. str. Brit. str. Destination.

Asia Taiwan

SWATOW.

In port on February 6, 1885.

MERCHANT STEAMERS.

Gloucester British

AMOY.

In port on February 9, 1885.

MERCHANT STEAMERS.

Faugh Balaugh British

Francesca American

Glenury British

Hilda British

Hugo & Otto German

Johann Carl German

Lionise British

Polana British

Thores British

FOOCHOW.

In port on January 2, 1885.

MERCHANT STEAMERS.

Haeskin American

Holbow British

Thale British

Minna British

FOOCHOW VESSELS.

Fuh Wo British

Fung-shun American

Fuyew British

Gleneary British

Glenlyon American

Hae-an American

Hao-ting American

Hidemaru Japanese

Hiroshima Maru Japanese

Hyades British

Ingoborg British

Ingo German

Kiang-chung American

Kiang-chung British

Kiang-tung American

Kiang-yung American

Kung-wo British

Kowshing British

Lai-shan British

Loochow British

Makar British

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